

Metropolitan Transportation Commission Programming and Allocations Committee

April 13, 2005

Item Number 4c

Resolution No. 3695

Subject: Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 Augmentation.

Background: Attached is some good news on the federal funding front for a change. MTC anticipates an additional \$107 million in federal STP and CMAQ for FY 2004-05. The additional funding is available as a result of 1) the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines and ability to capture excess funding capacity; and 2) not programming to the full apportionment estimates in the First Cycle. The rules say "use it or lose it" and the Bay Area's strong track record of project delivery is paying dividends to get additional project money from other regions that have "lost it".

To put this unanticipated windfall to best use, staff developed a program that not only carries out the policies of Transportation 2030 to maintain our critical transit and streets and road infrastructure, but also provides a much-needed infusion of cash for projects that have been stalled by recent state budget shortfalls and responds to Transportation 2030 Calls to Actions for improved system management and safety. Further, the funds are proposed for ready-to-go projects since the \$107 million must be obligated in FY 2004-05. Specifically, the funds will be directed to system rehabilitation (both transit and streets and roads), system management and strategic expansion projects consistent with the priorities outlined in the Transportation 2030 plan. In summary, the breakdown of the funding proposal is:

1) Strategic Expansion (STIP Backfill)	\$55.0	51%
2) Local Streets and Roads Rehabilitation Shortfall	\$22.5	21%
3) Transit Rehabilitation Shortfall	\$22.5	21%
4) System Management and Safety	<u>\$ 6.9</u>	<u>6%</u>
Total:	\$106.9	100%

Attachment B to the memo provides the proposed project list. The proposal has the endorsement of the Partnership Technical Advisory Committee, and the MTC Advisory Council.

Issues: To the extent possible, the local streets and roads rehabilitation projects must obligate the funds by July 1, 2005. However, due to the expedited schedule and time required to proceed through the Caltrans federal-aid local assistance process, it may not be possible to obligate all of the required funds by the deadline. Therefore, staff recommends giving road rehabilitation projects until June 30, 2006 to obligate the funds. As a bridge, MTC staff will pursue the advancement of other federally-funded projects to use the FY 2004-05 obligation authority to ensure the funding is not lost to the region.

Recommendation: Refer Resolution No. 3695 to the Commission for Approval.

Attachments: Executive Director's Memorandum
Attachment A – Budget Bottleneck Map
Attachment B – Project List
MTC Resolution No. 3695



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Programming and Allocations Committee

DATE: April 13, 2005

FR: Executive Director

RE: Additional Federal STP/CMAQ Funding – Cycle 1 Funding Augmentation

Background

MTC anticipates an additional \$107 million in federal programming capacity. The additional funding is available as a result of 1) the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines and ability to capture excess funding capacity; and 2) not programming to the full apportionment estimates in the First Cycle. The rules say "use it or lose it" and the Bay Area's strong track record of project delivery is paying dividends to get additional project money from other regions that have "lost it". This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization revenue. More specifically, the funding is a result of the two factors explained below:

- **OA Capture:** A significant portion of this additional capacity is a result of the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines, thus allowing the region to capture additional Obligation Authority (OA) in FY 2003-04 from other regions in the state. This OA does not have to be repaid, in part due to the higher than expected apportionment level received by the state for FY 2003-04.
- **Unprogrammed Balance:** A lesser portion of this programming capacity is from capacity realized by not programming to the full apportionment estimates for First and Second Cycles.

The combination of these two factors, as shown in the table below, provides approximately \$107 million in additional funding capacity.

Funding Source (in millions of \$)

	1st Cycle	2nd Cycle	Total
OA Capture (Advancement)	68	19	87
Uncommitted Balance (over first and second cycle programming policies)	19	1	20
Total:	\$87	\$20	\$107

Funding Objectives

The proposal directs the newly available programming increment of \$107 million to address near-term transportation needs, and is guided by the following objectives. A primary objective, however, is to direct the funds to ‘ready-to-go’ projects given the requirement that funds be obligated this fiscal year and the goal of expediting the benefit of transportation improvements to the traveling public

1. Address Transportation 2030 Commitments. The supplemental funding should be used to advance those programs that are lagging behind Transportation 2030 commitments based on First and Second Cycle programming. Considering funding trends and commitments made to date, the transit and local road shortfalls are prime targets of this funding.
2. Ease the State Budget Bottleneck by Funding Ready-to-Go STIP Projects. The dire financial situation at the State level has significantly constrained funding opportunities, particularly for projects that are funded through the State Transportation Improvement Program (STIP). This funding provides an opportunity to minimize the delays for critical STIP projects of regional significance. To expedite benefits to the public, the supplementary funding plan focuses on projects that are able to award construction contracts in FY 2004-05 and have all other necessary funding in place. Attachment A illustrates the regional expansion projects at risk due to the state funding crisis.
3. System Management and Safety. In both the short-term and long-term, the limited ability to expand system capacity makes it essential that the existing capacity be managed and utilized as efficiently as possible. In addition, the role of having a transportation system that also guards public safety is critical. Investments in system management and safety will begin to implement the Calls to Action in Transportation 2030.

Proposal

Considering the funding objectives set forth above, MTC staff is proposing to direct the supplemental \$107 million of STP/CMAQ to a package of investments to address rehabilitation, system management and strategic expansion projects as summarized in the table below.

Summary of Funding Approach

Funding Category	Million \$	%
Strategic Expansion (STIP Backfill)	\$55.0	51%
Local Streets and Roads Rehabilitation Shortfall	\$22.5	21%
Transit Rehabilitation Shortfall	\$22.5	21%
System Management and Safety – Respond to Calls for Action	\$6.9	6%
Total	\$106.9	100%

A summary of the eligible projects and distribution methodology is briefly described below; a complete listing of the proposed projects are included as Attachment B.

- **Strategic Expansion (STIP Backfill):** Directs \$55 million in funding to STIP projects that are ready to go to construction in FY2004-05 and have the remainder of funding committed. Does not substitute for Inter-regional Transportation Improvement Program

(ITIP) funds as these funds are at the state's discretion and if replaced with regional funds would result in a real funding loss to the Bay Area. Requires sponsors to have 40% match. Must have federal authorization to proceed by July 1st 2005.

- **Local Streets and Road Rehabilitation:** Directs \$22.5 million in funding to Local Streets and Road rehabilitation. Distributes funds based on a hybrid formula of the county Transportation 2030 funding shortfalls and the proposed new methodology for the next long-range plan recommended by the local public works directors.
- **Transit Rehabilitation:** \$22.5 million is proposed to meet the transit shortfall. Because the funds are directed to ready-to-go projects, the proposed distribution is to score 16 needs that were not met in FY 2004-05 because of funding caps or adjustments to the FTA appropriations.
- **System Management and Safety:** \$6.9 million would fund system management and safety projects that address Transportation 2030 calls to action and are ready to go to construction.

Schedule and Next Steps

As noted at the outset, this supplementary funding is available as a result of the Bay Area's strong delivery record. In order to ensure that the funds are not lost due to missing the obligation deadlines, the policy development and programming will be on an expedited timeline as outlined below.

April 13, 2005	Presentation to the Programming and Allocations Committee of Proposed Program
April 27, 2005	Commission Approval of Program and TIP Amendment
May 27, 2005	Caltrans/FHWA/FTA approval of formal TIP Amendment
June 1, 2005	Deadline for Submittal of Obligation/Transfer Requests to Caltrans
July 1, 2005	Obligation/Transfer Deadline

Staff Recommendation

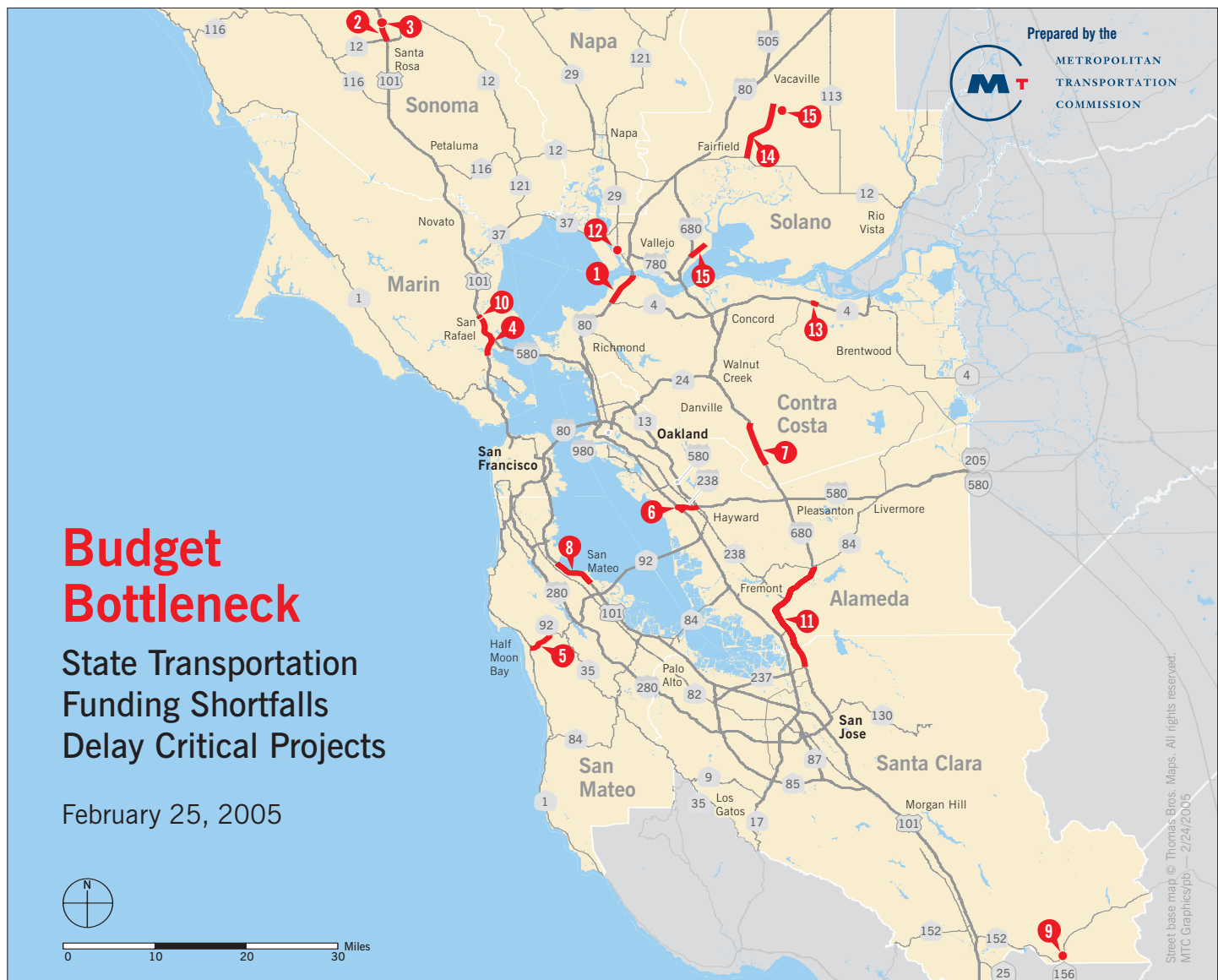
Staff recommends that the Committee refer the Cycle 1 STP/CMAQ Augmentation Program, Resolution No. 3695, to the Commission for approval.

Steve Heminger

Attachment A – Budget Bottleneck Map
Attachment B – Project List

SH:AB/MC

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Projects Ready to Award Construction Contracts Before June 30, 2007

County	Critical Projects Ready for Construction	Total State Construction Funding Delayed
FY 2004–05		
1 Contra Costa	Interstate 80 westbound Carpool Lane—State Route 4 to Carquinez Bridge	29,689,000
2 Sonoma	U.S. 101 Carpool Lane—Steele Lane to State Route 12	57,097,000
3 Sonoma	U.S. 101 Steele Lane Interchange	13,759,000
4 Marin	U.S. 101 Carpool Lane Gap Closure (Central San Rafael)	35,416,000
5 San Mateo	State Route 92—Half Moon Bay Widening	3,843,000
6 Alameda	Interstate 238 Widening from Interstate 580 to Interstate 880	29,059,000
7 Contra Costa	I-680 Auxiliary Lanes—Bollinger Canyon Road to Sycamore Valley Road	9,172,000
Subtotal FY 2004–05		\$178,035,000
FY 2005–06		
8 San Mateo	U.S. 101 Auxiliary Lanes—3rd Avenue to Millbrae Avenue	43,963,000
9 Santa Clara	State Routes 152/156 Interchange	11,450,000
10 Marin	U.S. 101 Carpool Lane Gap Closure (Puerto Suello Hill)	19,722,000
11 Alameda/Santa Clara	Interstate 680 Sunol Grade southbound Carpool Lanes	37,324,000
Subtotal FY 2005–06		\$112,459,000
FY 2006–07		
12 Solano	Vallejo Ferry Terminal Intermodal Station	6,100,000
13 Contra Costa	State Route 4 Widening—Loveridge Road to Somersville Road	34,035,000
14 Solano	Jepson Parkway	3,610,000
15 Solano	Capitol Corridor Intercity Rail Improvements	4,185,000
Subtotal FY 2006–07		\$47,930,000
TOTAL STATE FUNDING DELAYED FOR CRITICAL READY-TO-AWARD PROJECTS		\$338,424,000

METROPOLITAN TRANSPORTATION COMMISSION
TEA 21 Reauthorization Cycle 1 Augmentation STP/CMAQ Programming
Project List
April 27, 2005

Project Category and Title	County	Implementing Agency	Phase	Programming *		First Cycle Augmentation Funding
				Fiscal Year	Fund Source	
CYCLE 1 AUGMENTATION						
1. Strategic Expansion (STIP Backfill)						
Sonoma - U.S. 101 Steele Lane Interchange	Sonoma	Caltrans	CON	FY 04-05	CMAQ	\$8,300,000
Marin - U.S. 101 HOV Gap Closure	Marin	Caltrans	CON	FY 04-05	CMAQ	\$21,300,000
San Mateo - SR 92 Half Moon Bay Widening	San Mateo	Half Moon Bay	CON	FY 04-05	STP	\$2,400,000
Alameda - I-238 Widening from I-580 to I-880	Alameda	Caltrans	CON	FY 04-05	STP	\$17,500,000
Contra Costa - I-680 Bollinger Canyon and Sycamore Aux Lanes	Contra Costa	Caltrans	CON	FY 04-05	STP	\$5,500,000
SUBTOTAL						\$55,000,000
2. Local Streets and Roads Rehabilitation Shortfall						
Alameda - Various LS&R Rehabilitation Projects	Alameda	TBD	TBD	FY 05-06	STP	\$3,000,000
Contra Costa - Various LS&R Rehabilitation Projects	Contra Costa	TBD	TBD	FY 05-06	STP	\$2,800,000
Novato - Redwood Blvd Rehabilitation and ADA amenities	Marin	Novato	CON	FY 04-05	STP	\$200,000
Marin County - Sir Francis Drake Blvd. Rehabilitation	Marin	Marin County	CON	FY 04-05	STP	\$350,000
Fairfax - Center Boulevard Rehabilitation	Marin	Fairfax	CON	FY 05-06	STP	\$400,000
Novato - Grant Avenue Rehabilitation	Marin	Novato	CON	FY 05-06	STP	\$250,000
Napa - Redwood Road Rehabilitation	Napa	City of Napa	CON	FY 05-06	STP	\$450,000
American Canyon - Elliott Street Rehabilitation	Napa	Canyon	CON	FY 05-06	STP	\$200,000
Napa County - Silverado Trail at Oakville Cross Road Rehabilitation	Napa	Napa County	CON	FY 05-06	STP	\$450,000
San Francisco County - Various LS&R Rehabilitation Projects	San Francisco	San Francisco	TBD	FY 04-05	STP	\$2,100,000
Daly City - Various Street Rehabilitation	San Mateo	Daly City	CON	FY 04-05	STP	\$550,000
Brisbane - Bayshore Blvd. Rehabilitation	San Mateo	Brisbane	CON	FY 04-05	STP	\$300,000
San Mateo County - Guadalupe Canyon Parkway Rehabilitation	San Mateo	County	CON	FY 04-05	STP	\$400,000
San Mateo - Various Streets Rehabilitation	San Mateo	San Mateo	CON	FY 04-05	STP	\$550,000
Santa Clara - Various LS&R Rehabilitation Projects	Santa Clara	TBD	TBD	FY 05-06	STP	\$5,700,000
Suisun City - Emperor Drive Rehabilitation	Solano	Suisun City	CON	FY 04-05	STP	\$75,000
Solano - Various LS&R Rehabilitation Projects	Solano	TBD	TBD	FY 05-06	STP	\$1,225,000
Petaluma - South McDowell and Bodega Ave Rehabilitation	Sonoma	Petaluma	CON	FY 05-06	STP	\$433,000
Sonoma - Various LS&R Rehabilitation Projects	Sonoma	TBD	TBD	FY 05-06	STP	\$3,067,000
SUBTOTAL						\$22,500,000
3. Transit Rehabilitation Shortfall						
BART - Core System Rehabilitation	ALA/ CC/ SF	BART	PS&E/CON	FY 04-05	STP	\$6,910,000
GGBHTD - Ferry Major Components Rehabilitation	Marin	GGBH&TD	CON	FY 04-05	STP	\$760,000
Caltrain - Systemwide Track and Related Structure Rehabilitation	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$8,510,000
Caltrain - Rail Car Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$195,000
Caltrain - Fare Equipment Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$575,000
SF Muni - Rail Replacement Program	San Francisco	SF Muni	CON	FY 04-05	STP	\$2,550,000
SF Muni - Trolley Overhead Reconstruction Program	San Francisco	SF Muni	CON	FY 04-05	STP	\$3,000,000
SUBTOTAL						\$22,500,000
4. System Management and Safety						
San Jose - Silicon Valley SMART Corridor	Santa Clara	San Jose	CON	FY 04-05	CMAQ	\$500,000
San Jose - Stevens Creek/Winchester Blvd. ITS	Santa Clara	San Jose	CON	FY 04-05	CMAQ	\$500,000
Santa Clara - SR 237 Traffic Operation Systems (TOS) Imps (CON)	Santa Clara	Caltrans	PS&E/CON	FY 04-05	CMAQ	\$300,000
San Francisco - Integrated Transportation Management System - SFGO	San Francisco	SFCTA	CON	FY 04-05	CMAQ	\$500,000
RegionWide - 511/TravInfo™ Driving Times Data Collection - Phase III	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,000,000
RegionWide - 511/TravInfo™ Vehicle-Infrastructure Integration (VII)	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,000,000
RegionWide - 511/TravInfo™ Interface	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,500,000
Marin - Golden Gate Bridge Physical Suicide Deterrent System	Marin	GGBH&TD	ENV	FY 04-05	STP	\$1,600,000
SUBTOTAL						\$6,900,000
First Cycle Augmentation Total						\$106,900,000

* NOTE: Phase, Fiscal Year and Fund Source are subject to change based on project deliverability and funding availability.

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Date: April 27, 2005
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3695

This resolution adopts the policy and programming for the Cycle 1 STP/CMAQ Augmentation Program. The policy contains the project categories that are to be funded with FY 2004-05 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for inclusion in the 2005 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Cycle 1 Augmentation Policy and Programming

Further discussion of the Cycle 1 STP/CMAQ Augmentation Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated April 13, 2005.

Date: April 27, 2005
W.I.: 1512
Referred By: PAC

RE: Cycle 1 STP/CMAQ Augmentation Program: Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3695

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Augmentation Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, developed a program of projects to be funded with STP and CMAQ funds in Cycle 1 STP/CMAQ Augmentation Program for inclusion in the 2005 Transportation Improvement Program (TIP), as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2005 TIP will be subject public review and comment; now therefore be it

RESOLVED that MTC approves the policies and programming for the Cycle 1 STP/CMAQ Augmentation Program, as set forth in Attachment A and B of this Resolution; and be it further

RESOLVED that the projects will be amended into in the 2005 TIP, subject to the final federal approval of the amendment; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in Oakland,
California, on April 27, 2005

Date: April 27, 2005
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3695
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Cycle 1 STP/CMAQ Augmentation

Policy and Programming

For FY 2004-05

Cycle 1 STP/CMAQ Augmentation Program Policies and Programming

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BACKGROUND

Beginning in 1991, six-year transportation bills have authorized federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the states and regions. The Metropolitan Transportation Commission (MTC) is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and recipient of STP and CMAQ funds. In anticipation of the reauthorization of the transportation bill, Transportation Equity Act of the 21st Century (TEA 21), in 2003, MTC approved the First and Second Cycle STP/CMAQ Programming in June 2003 and December 2004, respectively. To date, a reauthorization bill has not been passed, however a continual stream of STP and CMAQ is being funneled to the regions through numerous extension bills.

The Federal Highway Administration (FHWA) and Caltrans have issued official apportionments and obligation authority (OA) level notices for fiscal years (FY) 2003-04 and 2004-05 (the years covered in the First Cycle Program). From these notices, MTC anticipates an additional \$107 million in programming capacity for FY 2004-05 based on MTC's programming slightly below actual apportionments and, to a greater extent, to additional Obligation Authority (OA) the region captured by its aggressive project delivery that advanced projects from FY 2004-05 and FY 2005-06 into FY 2003-04. This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization through FY 2006-07.

GENERAL PROGRAMMING POLICY

- 1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in MTC Resolution No. 2648. Under the STP/CMAQ Program, Congestion Management Agencies (CMAs) are responsible for project selection for the Local Streets and Roads rehabilitation category of funding. Hence, CMAs are required to comply with MTC's public outreach standards.
- 2. 2005 Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 1 Augmentation must be amended into the 2005 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or subject to a federally required action, such as federal environmental clearance, and/or is regionally significant for air quality conformity or modeling purposes.
- 3. Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2005 air quality conformity finding has been completed for the 2005 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 1 STP/CMAQ Augmentation Program.
- 4. Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of

Regulations Section 15000 et seq.), and if applicable the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

- 5. Application, Resolution of Local Support, and Opinion of Legal Counsel.** Project sponsors/ Implementing Agencies must submit a completed project application for each project proposed for funding. The project application consists of three parts: 1) an online application or amendment to an existing TIP project accessible through MTC's WebFMS system at http://www.mtc.ca.gov/funding/fms_intro.htm, 2) Resolution of Local Support approved by the Project Sponsor/ Implementing Agency's Board, and 3) Opinion of Legal Counsel. Sponsors of the Strategic Expansion (STIP) projects or projects that have received STP/CMAQ or FTA funds previously do not need to submit a new Resolution of local support or opinion of Legal Counsel. Refer to MTC's website for templates of the Resolution of Local Support and Opinion of Legal Counsel.
- 6. Project Screening and Compliance with Regional and Federal Requirements:** MTC staff has performed a cursory review of projects proposed for Cycle 1 STP/CMAQ Augmentation Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. The projects are also subject to compliance with the following policy areas, detailed in MTC Resolution No. 3536, the TEA 21 Reauthorization First Cycle Policy and Procedures, and MTC Resolution No. 3615, the TEA 21 Reauthorization Second Cycle Policy and Procedures:
 - Federal Project Eligibility;
 - RTP Consistency;
 - Title VI Compliance;
 - Accommodations for Bicyclists, Pedestrians and Persons with Disabilities; and
 - Fully Funded Projects.
- 7. Regional Project Delivery Policy.** The additional federal STP/CMAQ funding available for the Cycle 1 Augmentation is only available in the 2004-05 federal fiscal year, and therefore the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within Federal Fiscal Year (FFY) 2004-05. The exception to this is a portion of the Local Streets and Roads Rehabilitation projects, which must be obligated by June 2006. Caltrans has an obligation deadline of June 1, 2005, after which all local OA is available on a first-come first-served basis statewide. Therefore, MTC cannot guarantee the availability of any OA after June 1, 2005. It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

In June/July 2005, MTC staff will assess the obligation status of STP/CMAQ funds, and pursue means at its disposal, such as the advancement of ready to go projects from future years, to ensure OA is not lost to the region. Unless specific provisions are made, funds not obligated or transferred by MTC's July 1, 2005 deadline may be made available for other projects to ensure the OA is not lost to the region. If Caltrans releases additional OA to the regions in FFY 2004-05 that is not considered an 'advance' and therefore does not have to be repaid, this additional OA may be assigned, at MTC's discretion, to projects in the TIP that can obligate the funds as expeditiously as possible.

Aside from these specific policies, projects programmed in Cycle 1 Augmentation are subject to the provisions of MTC Resolution No. 3606. Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Delivery Policy which enforces fund obligation deadlines and project substitution for STP and CMAQ funds (MTC Resolution No. 3606).

- 8. Fixed Program and Specific Project Selection.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.
- 9. Local Match.** Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

CYCLE 1 AUGMENTATION FUND ESTIMATE

An additional \$107 million in programming capacity for FY 2004-05 has been confirmed. This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization through FY 2006-07. This is based on recent apportionment notices and additional Obligation Authority (OA) captured by advancing projects from FY 2004-05 and FY 2005-06 into FY 2003-04. Below is a summary of the source of this augmentation programming cycle.

- **OA Capture:** A significant portion of this additional capacity is a result of the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines, thus allowing the region to capture additional OA in FY 2003-04 from other regions in the state. This OA does not have to be repaid, in part due to the higher than expected apportionment level received for FY 2003-04.
- **Unprogrammed Balance:** A lesser portion of this programming capacity is from capacity realized by not programming to the full apportionment estimates for First and Second Cycles.

The combination of these two factors, as shown in the table below, provides approximately \$107 million in additional funding capacity.

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Uncommitted Balance (over first and second cycle programming policies)	19	1	20
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CYCLE 1 AUGMENTATION FUNDING OBJECTIVES AND PROGRAMMING CATEGORIES

Funding Objectives

The proposal directs the newly available programming increment of \$105 million to address near-term transportation needs, and is guided by the following objectives. A primary objective, however, is to direct the funds to ‘ready-to-go’ projects given the requirement that funds be obligated this fiscal year and the goal of expediting the benefit of transportation improvements to the traveling public

1. Address Transportation 2030 Commitments. The supplemental funding should be used to advance those programs that are lagging behind Transportation 2030 commitments based on First and Second Cycle programming. Considering funding trends and commitments made to date, the transit and local road shortfalls are prime targets of this funding.
2. Ease the State Budget Bottleneck by Funding Ready-to-Go STIP Projects. The dire financial situation at the State level has significantly constrained funding opportunities, particularly for projects that are funded through the STIP. This funding provides an opportunity to minimize the delays for critical STIP projects of regional significance. To expedite benefits to the public, the supplementary funding plan focuses on projects that are able to award construction contracts in FY 2004-05 and have all other necessary funding in place.
3. System Management and Safety. In both the short-term and long-term, the limited ability to expand system capacity makes it essential that the existing capacity be managed and utilized as efficiently as possible. In addition, the role of having a transportation system that also guards public safety is critical. Investments in system management and safety will begin to implement the Calls to Action in Transportation 2030.

Programming Categories

Summary of Funding Approach

Funding Category	Million \$	%
Strategic Expansion (STIP Backfill)	\$55.0	51%
Local Streets and Roads Rehabilitation Shortfall	\$22.5	21%
Transit Rehabilitation Shortfall	\$22.5	21%
System Management and Safety – Respond to Calls for Action	\$5.5	6%
Total	\$106.9	100%

The specifics of the eligible projects and distribution methodology is briefly described below and illustrated in Appendices D through G.

Strategic Expansion (STIP Backfill)

Directs \$55 million in funding to STIP projects that are ready to go to construction in FY2004-05 and have the remainder of funding committed and requires sponsors to come up with the remaining funds for the project. Projects must have federal authorization to proceed (E-76) by July 1st 2005. (Appendix A)

1. Only those critical projects of regional significance that are currently programmed in the first three years of the 2004 STIP and will be ready to receive an obligation of federal funds for construction by July 1, 2005 are being considered for the strategic expansion backfill funding. Approximately 60 percent of the STIP funding will be replaced with an equal amount of STP/CMAQ funding, as identified in Appendix A.
2. Project sponsors must commit non-STIP funding for the remaining costs and provide the necessary contingencies and cost increases, as well as enter into any required Cooperative Agreements, Memorandums of Understanding and/or funding agreements within the timeframe necessary to receive the obligation of federal funds by July 1, 2005.
3. The STIP funds freed up by the MTC/Project sponsor backfill will be available for the respective CMA for reprogramming in the STIP, following successful obligation of the STP/CMAQ funds.

Local Streets and Roads Rehabilitation

Directs \$22.5 million in funding to Local Streets and Road (LSR) Rehabilitation and distributes funds based on a hybrid of the county T2030 funding shortfalls and the proposed new methodology for the next long-range plan. Through the T2030 process, county shortfall figures have been identified. Project solicitations will be conducted by the CMAs. Thereafter, each CMA will submit their approved project list of funding requests to MTC for final program approval. (Appendix B)

1. Funds for LSR Rehabilitation will be distributed to the counties based on a formula that takes the difference between the current LSR distribution formula and the new proposed LSR distribution formula, as identified in Appendix B.
2. As with the Cycle 2 Programming, the County CMAs will disburse the LSR Rehabilitation shortfall funding within their respective counties.
3. Eligible projects include pavement and non-pavement elements on public roads functionally classified above rural minor collector(federal-aid eligible facilities). This includes placement of additional pavement surfacing and/or other work necessary to return an existing structure or roadway, including shoulders, to a serviceable condition. Generally, the eligible non-pavement activities and projects are replacement of features that currently exist on the roadway facility. Pavement rehabilitation and preventive maintenance strategies should

extend the service life of a facility for a minimum of 5 years. This program does not fund routine maintenance projects.

Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are not eligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also not eligible for this program. Each CMA may apply additional program criteria, as long as the modifications are consistent with the Cycle 1 Augmentation Programming Policies. See Appendix E for county funding targets.

4. MTC's pavement management system, StreetSaver™, is used by 106 of the 109 cities and counties in the Bay Area and the software has been instrumental in accurately establishing the rehabilitation needs of local streets and roads in the region. The proposed projects must be based on the analysis results from an established Pavement Management System (PMS) for a jurisdiction. The sponsoring agency must have a certified PMS, MTC's or equivalent, for submitting rehabilitation and preventive maintenance projects. MTC is responsible for verifying the certification status. A list of jurisdiction certification status can be found at www.mtcpms.org/ptap/cert.html.
5. To the extent possible, the LSR rehabilitation projects must obligate the funds by July 1, 2005. However, due to the expedited schedule and time required to proceed through the Caltrans federal-aid local assistance process, it may not be possible to obligate all of the required funds by the deadline. Therefore, LSR rehabilitation projects have until April 1, 2006 to submit their obligation requests to Caltrans, for obligation by June 30, 2006.

Transit Rehabilitation

Directs \$22.5 million to transit rehabilitation projects. Because the funds are directed to ready-to-go projects, the funds will be distributed to score 16 needs that were not met in FY 2004-05 because of funding caps or adjustments to the FTA appropriations. Through its T2030 policies, the Commission made a commitment to dedicate regional discretionary funds, including STP funds, towards these remaining transit rehabilitation needs (for details on the specifications of Score 16 projects, please refer to the transit capital priorities process). (Appendix C)

1. Funds for the Transit Rehabilitation projects will be distributed to projects ready for construction/acquisition, based on the proportionate share of the agencies that had their Score 16 shortfall needs capped as part of the Transit Capital Priorities for FFY 2003-04 and 2004-05, as identified in Appendix C.

System Management and Safety

Directs \$6.9 million to fund system management projects that address T2030 calls to action and are ready to go to construction. (Appendix D)

1. Funds for the System Management and Safety projects will be distributed to projects ready to go to construction based on regional priorities for freeway management investments established in consultation with Caltrans, as identified in Appendix D.

SCHEDULE

As noted previously, this supplementary funding is available as a result of the Bay Area's strong delivery record. In order to ensure that the funds are not lost due to not meeting the obligation deadlines, the policy development and programming will be on an expedited timeline as outlined below.

Cycle 1 STP/CMAQ Augmentation Program Programming Schedule	
March 9, 2005	Finance Working Group (FWG) review and recommendation
March 21, 2005	Partnership Technical Advisory Committee (PTAC) review and recommendation
March 23, 2005	Deadline for submittal of projects for formal amendment *
April 6, 2005	Finance Working Group (FWG) review of final proposal
April 13, 2005	Presentation to PAC for final review and recommendation
April 18, 2005	Partnership Technical Advisory Committee (PTAC) for review of final proposal
April 20, 2005	Deadline for submittal of projects for administrative amendment *
April 27, 2005	MTC Commission Approval of Program
April 28, 2005	Executive Director approval of Administrative TIP Amendment *
May 27, 2005	Caltrans/FHWA/FTA approval of formal TIP Amendment *
July 1, 2005	Obligation/Transfer Deadline (prior environmental clearance required)
September 2, 2005	Final date for obligations in FY 2004-05 (FHWA System Shutdown) **

* Projects already in the TIP (the STIP projects) need only an administration TIP amendment to change the fund source. Any new projects (Rehab and Sys Mgmt) or any project increase of 20% or \$2 million requires a formal TIP Amendment. As noted in the Project Delivery section, a portion of the local Streets and Roads Program will have until June 30, 2006 to obligate.

** These funds are tied to FFY 2004-05 Obligation Authority. Funds must be obligated in FFY 2004-05. FHWA shuts down their system in early September. Caltrans needs at least 30 days to process the Obligation request. It usually takes a minimum of 3 months to process the environmental clearance with Caltrans under the new FHWA requirement that a 'certified' environmentalist approve the environmental. Complicated projects take more time for environmental review. Caltrans does not start the process until the project is programmed in the TIP.

PROJECT LIST

The following page contains the list of projects to be funded under the Cycle 1 STP/CMAQ Augmentation Program.

METROPOLITAN TRANSPORTATION COMMISSION
TEA 21 Reauthorization Cycle 1 Augmentation STP/CMAQ Programming
Project List
April 27, 2005

Project Category and Title	County	Implementing Agency	Phase	Programming *		First Cycle Augmentation Funding
				Fiscal Year	Fund Source	
CYCLE 1 AUGMENTATION						
1. Strategic Expansion (STIP Backfill)						
Sonoma - U.S. 101 Steele Lane Interchange	Sonoma	Caltrans	CON	FY 04-05	CMAQ	\$8,300,000
Marin - U.S. 101 HOV Gap Closure	Marin	Caltrans	CON	FY 04-05	CMAQ	\$21,300,000
San Mateo - SR 92 Half Moon Bay Widening	San Mateo	Half Moon Bay	CON	FY 04-05	STP	\$2,400,000
Alameda - I-238 Widening from I-580 to I-880	Alameda	Caltrans	CON	FY 04-05	STP	\$17,500,000
Contra Costa - I-680 Bollinger Canyon and Sycamore Aux Lanes	Contra Costa	Caltrans	CON	FY 04-05	STP	\$5,500,000
SUBTOTAL						\$55,000,000
2. Local Streets and Roads Rehabilitation Shortfall						
Alameda - Various LS&R Rehabilitation Projects	Alameda	TBD	TBD	FY 05-06	STP	\$3,000,000
Contra Costa - Various LS&R Rehabilitation Projects	Contra Costa	TBD	TBD	FY 05-06	STP	\$2,800,000
Novato - Redwood Blvd Rehabilitation and ADA amenities	Marin	Novato	CON	FY 04-05	STP	\$200,000
Marin County - Sir Francis Drake Blvd. Rehabilitation	Marin	Marin County	CON	FY 04-05	STP	\$350,000
Fairfax - Center Boulevard Rehabilitation	Marin	Fairfax	CON	FY 05-06	STP	\$400,000
Novato - Grant Avenue Rehabilitation	Marin	Novato	CON	FY 05-06	STP	\$250,000
Napa - Redwood Road Rehabilitation	Napa	City of Napa	CON	FY 05-06	STP	\$450,000
American Canyon - Elliott Street Rehabilitation	Napa	Canyon	CON	FY 05-06	STP	\$200,000
Napa County - Silverado Trail at Oakville Cross Road Rehabilitation	Napa	Napa County	CON	FY 05-06	STP	\$450,000
San Francisco County - Various LS&R Rehabilitation Projects	San Francisco	San Francisco	TBD	FY 04-05	STP	\$2,100,000
Daly City - Various Street Rehabilitation	San Mateo	Daly City	CON	FY 04-05	STP	\$550,000
Brisbane - Bayshore Blvd. Rehabilitation	San Mateo	Brisbane	CON	FY 04-05	STP	\$300,000
San Mateo County - Guadalupe Canyon Parkway Rehabilitation	San Mateo	County	CON	FY 04-05	STP	\$400,000
San Mateo - Various Streets Rehabilitation	San Mateo	San Mateo	CON	FY 04-05	STP	\$550,000
Santa Clara - Various LS&R Rehabilitation Projects	Santa Clara	TBD	TBD	FY 05-06	STP	\$5,700,000
Suisun City - Emperor Drive Rehabilitation	Solano	Suisun City	CON	FY 04-05	STP	\$75,000
Solano - Various LS&R Rehabilitation Projects	Solano	TBD	TBD	FY 05-06	STP	\$1,225,000
Petaluma - South McDowell and Bodega Ave Rehabilitation	Sonoma	Petaluma	CON	FY 05-06	STP	\$433,000
Sonoma - Various LS&R Rehabilitation Projects	Sonoma	TBD	TBD	FY 05-06	STP	\$3,067,000
SUBTOTAL						\$22,500,000
3. Transit Rehabilitation Shortfall						
BART - Core System Rehabilitation	ALA/ CC/ SF	BART	PS&E/CON	FY 04-05	STP	\$6,910,000
GGBHTD - Ferry Major Components Rehabilitation	Marin	GGBH&TD	CON	FY 04-05	STP	\$760,000
Caltrain - Systemwide Track and Related Structure Rehabilitation	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$8,510,000
Caltrain - Rail Car Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$195,000
Caltrain - Fare Equipment Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$575,000
SF Muni - Rail Replacement Program	San Francisco	SF Muni	CON	FY 04-05	STP	\$2,550,000
SF Muni - Trolley Overhead Reconstruction Program	San Francisco	SF Muni	CON	FY 04-05	STP	\$3,000,000
SUBTOTAL						\$22,500,000
4. System Management and Safety						
San Jose - Silicon Valley SMART Corridor	Santa Clara	San Jose	CON	FY 04-05	CMAQ	\$500,000
San Jose - Stevens Creek/Winchester Blvd. ITS	Santa Clara	San Jose	CON	FY 04-05	CMAQ	\$500,000
Santa Clara - SR 237 Traffic Operation Systems (TOS) Imps (CON)	Santa Clara	Caltrans	PS&E/CON	FY 04-05	CMAQ	\$300,000
San Francisco - Integrated Transportation Management System - SFGO	San Francisco	SFCTA	CON	FY 04-05	CMAQ	\$500,000
RegionWide - 511/TravInfo™ Driving Times Data Collection - Phase III	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,000,000
RegionWide - 511/TravInfo™ Vehicle-Infrastructure Integration (VII)	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,000,000
RegionWide - 511/TravInfo™ Interface	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,500,000
Marin - Golden Gate Bridge Physical Suicide Deterrent System	Marin	GGBH&TD	ENV	FY 04-05	STP	\$1,600,000
SUBTOTAL						\$6,900,000
First Cycle Augmentation Total						\$106,900,000

* NOTE: Phase, Fiscal Year and Fund Source are subject to change based on project deliverability and funding availability.

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
STIP Projects at Risk Due to State Transportation Funding Shortfall
Critical State Funded Projects Ready to Go to Construction by June 2007 - Pending STIP/TCRP Allocations for Construction
April 27, 2005

Tier 1 - FFY 2004-05										
County	Implementing Agency	Critical Projects Ready to Award in FFY 2004-05	RTIP (Const.)	ITIP (Const.)	TOTAL STIP (Const.)	TCRP (Const.)	Total State Construction Funding at Risk	RTL/ E-76 Date	Project Cost at Delivery	Shortfall (Additional Funding Needed)
Contra Costa	Caltrans	I-80 WB HOV from SR 4 to Carquinez Bridge	5,305,000	24,384,000	29,689,000		29,689,000	11/26/03	33,500,000	
Sonoma	Caltrans	U.S. 101 HOV - Steele Lane to SR 12	36,393,000	14,704,000	51,097,000	6,000,000	57,097,000	9/1/04	82,500,000	11,054,000
Sonoma	Caltrans	U.S. 101 Steele Lane Interchange	13,759,000		13,759,000		13,759,000	2/15/05	14,950,000	
Marin	Caltrans	U.S.101 HOV Gap Closure (Central San Rafael) *	35,416,000		35,416,000		35,416,000	7/1/05	39,843,000	
San Mateo	Half Moon Bay	SR 92 - Half Moon Bay Widening	3,843,000		3,843,000		3,843,000	7/1/05	20,436,000	
Alameda	Caltrans	I-238 Widening from I-580 to I-880	29,059,000		29,059,000		29,059,000	8/1/05	125,940,000	
Contra Costa	Caltrans	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000		9,172,000		9,172,000	8/1/05	22,822,000	
Total			132,947,000	39,088,000	172,035,000	6,000,000	178,035,000		339,991,000	11,054,000
Total Shaded Projects:			91,249,000							
60% of Shaded Projects:			54,749,400							
Tier 2 - FFY 2005-06										
County	Implementing Agency	Critical Projects Ready to Award in FFY 2005-06	RTIP (Const.)	ITIP (Const.)	TOTAL STIP (Const.)	TCRP (Const.)	Total State Construction Funding at Risk	RTL/ E-76 Date	Total Project Construction Cost at Delivery	Shortfall (Additional Funding Needed)
San Mateo	Caltrans	U.S. 101 Aux Lanes - 3rd to Millbrae	28,495,000	15,468,000	43,963,000		43,963,000	1/1/06	89,178,000	
Santa Clara	Santa Clara VT	SR 152/156 Interchange	6,140,000	5,310,000	11,450,000		11,450,000	4/1/06	28,468,000	1,218,000
Marin	Caltrans	U.S.101 HOV Gap Closure (Puerto Suello)	7,473,000		7,473,000	12,249,000	19,722,000	7/1/06		
Alameda/Santa Clara	Caltrans	I-680 Sunol Grade SB HOV Lanes	15,554,000	21,770,000	37,324,000		37,324,000	8/1/06	49,000,000	3,000,000
Total			57,662,000	42,548,000	100,210,000	12,249,000	112,459,000		166,646,000	4,218,000
Tier 3 - FFY 2006-07										
County	Implementing Agency	Critical Projects Ready to Award in FY 2006-07	RTIP (Const.)	ITIP (Const.)	TOTAL STIP (Const.)	TCRP (Const.)	Total State Construction Funding at Risk	RTL/ E-76 Date	Total Project Construction Cost at Delivery	Shortfall (Additional Funding Needed)
Solano	Vallejo	Vallejo Ferry Terminal Intermodal Station	6,100,000		6,100,000		6,100,000	3/1/07	67,082,000	
Contra Costa	Caltrans	SR 4 Loveridge to Somersville	20,035,000		20,035,000	14,000,000	34,035,000	6/1/07	77,435,000	
Solano	Solano TA	Jepson Parkway	3,610,000		3,610,000		3,610,000	6/1/07		
Solano	CCJPA	Capital Corridor Improvements	3,125,000	1,060,000	4,185,000		4,185,000	6/1/07		
Total			32,870,000	1,060,000	33,930,000	14,000,000	47,930,000		144,517,000	0
Total of Ready to Award Critical Projects in All Three Fiscal Years			223,479,000	82,696,000	306,175,000	32,249,000	338,424,000		651,154,000	15,272,000

Shaded Projects Proposed for Funding

Costs are for Construction Only - Including Construction Engineering

*** Includes Grandfathered Construction Engineering**

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TEA-21 Reauthorization - Cycle 1 Augmentation
Critical Project List - Funding Contributions
April 27, 2005

60%		STIP Funding	60% STP/CMAQ Augmentation	40% Sponsor	10% Sponsor Contingency	Sponsor Total	Total
Strategic Expansion (STIP Backfill)							
SON	U.S. 101 HOV Lanes - Steele Lane Interchange	13,759,000	8,300,000	5,503,600	1,375,900	6,879,500	15,179,500
MRN	U.S.101 HOV Gap Closure (Central San Rafael)	35,416,000	21,300,000	14,166,400	3,541,600	17,708,000	39,008,000
SM	SR 92 Half Moon Bay Widening	3,843,000	2,400,000	1,537,200	384,300	1,921,500	4,321,500
ALA	I-238 Widening from I-580 to I-880	29,059,000	17,500,000	11,623,600	2,905,900	14,529,500	32,029,500
CC	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000	5,500,000	3,668,800	917,200	4,586,000	10,086,000
Total:		91,249,000	55,000,000	36,499,600	9,124,900	45,624,500	100,624,500
			36,249,000				

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
Local Streets and Roads Rehabilitation Projects
April 27, 2005

County	Current LSR Formula		Proposed STP Distribution 50-50 Migration		Interim Draft Revised LSR Formula *	
	Shortfall (% Share)	Shortfall (\$ Amount)	Shortfall (% Share)	Shortfall (\$ Amount)	Shortfall (% Share)	Shortfall (\$ Amount)
LSR Rehabilitation Shortfall						
Alameda	10.0%	\$2,250,000	13.5%	\$3,000,000	17.0%	\$3,825,000
Contra Costa	11.0%	\$2,475,000	12.5%	\$2,800,000	14.0%	\$3,150,000
Marin	6.0%	\$1,350,000	5.5%	\$1,200,000	5.0%	\$1,125,000
Napa	6.0%	\$1,350,000	4.5%	\$1,100,000	3.0%	\$675,000
San Francisco	9.0%	\$2,025,000	9.5%	\$2,100,000	10.0%	\$2,250,000
San Mateo	7.0%	\$1,575,000	8.0%	\$1,800,000	9.0%	\$2,025,000
Santa Clara	28.0%	\$6,300,000	25.5%	\$5,700,000	23.0%	\$5,175,000
Solano	3.0%	\$675,000	5.5%	\$1,300,000	8.0%	\$1,800,000
Sonoma	20.0%	\$4,500,000	15.5%	\$3,500,000	11.0%	\$2,475,000
Total	100.0%	\$22,500,000	100.0%	\$22,500,000	100.0%	\$22,500,000

* Distribution formula is an interim 'working' formula and should be considered as draft until finalized

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
Transit Rehabilitation Projects - Cap-based Formula
April 27, 2005

Transit Rehabilitation Recommendation: Fund balance of FY 2004-05 Score 16 Need (Lift Caps and Eliminate Shortfall)

Operator	Project	FY 2004-05 Score 16 Appropriation Shortfall	Lift Caps on FY 2004-05 Score 16 Capital Requests	Total Score 16 Near-Term Need	% of Total	Cycle 1 Augmentation Funding
Transit Rehabilitation						
BART	Track Rehab		300,000	300,000	0.19%	
BART	Train Control		39,236,718	39,236,718	24.47%	
BART	Traction Power		9,716,883	9,716,883	6.06%	
			Sub-total BART	49,253,601	30.72%	6,910,000
Caltrain	Track Rehab		58,389,658	58,389,658	36.42%	
Caltrain	VRE Rail Car Replacement	192,884	5,875,500	6,068,384	3.78%	
Caltrain	Signal System Rehab		1,068,682	1,068,682	0.67%	
Caltrain	Fare Equipment	575,190		575,190	0.36%	
			Sub-total Caltrain	66,101,914	41.23%	9,280,000
GGBHTD	Ferry Fixed Guideway Connectors		944,621	944,621	0.59%	
GGBHTD	Ferry Major Components		309,217	309,217	0.19%	
GGBHTD	Ferry Replacement		4,160,000	4,160,000	2.59%	
			Sub-total GGBHTD	5,413,838	3.38%	760,000
SF Muni	Motor coach repl 455 - 51 40' new flyers w/alt fuels		6,940,258	6,940,258	4.33%	
SF Muni	Repl 20 1990 30' Orions w/20 40' alt fuels coaches		3,009,412	3,009,412	1.88%	
SF Muni	Repl 25 30' Orions w/25 30' alternate fuels vehicles		10,762,308	10,762,308	6.71%	
SF Muni	Historical vehicle rehab		8,394,657	8,394,657	5.24%	
SF Muni	Trolley Overhead		5,580,864	5,580,864	3.48%	
SF Muni	Track Rehab		0	0	0.00%	
SF Muni	Trolley Coach Replacement		0	0	0.00%	
SF Muni	Wayside Fare Collection		4,885,562	4,885,562	3.05%	
			Sub-total SF Muni	39,573,060	24.68%	5,550,000
			Grand Total	160,342,413	100.00%	22,500,000

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
System Management and Safety Projects
April 27, 2005

Phase 1 Projects	Lead Agency	Project Phase	Cycle 1 Augmentaiton Funding
System Management and Safety			
San Jose - Silicon Valley SMART Corridor	San Jose	Construction	500,000
San Jose - Stevens Creek/Winchester Blvd. ITS	San Jose	Construction	500,000
Santa Clara - SR 237 Traffic Operation Systems (TOS) Improvements	Caltrans	Construction	300,000
San Francisco - Integrated Transportation Management System - SFGO	SFCTA	Construction	500,000
RegionWide - 511/TravInfo™ Driving Times Data Collection - Phase III	MTC	Construction	1,000,000
RegionWide - 511/TravInfo™ Vehicle-Infrastructure Integration (VII) Testbed	MTC	Construction	1,000,000
RegionWide - 511/TravInfo™ Interface	MTC	Construction	1,500,000
GGBHTD - Golden Gate Bridge Physical Suicide Deterrent System (ENV/PE)	GGBH&TD	Environmental / PE	1,600,000
Total			6,900,000

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